

May 3, 2017

**FOR YOUR INFORMATION**

To: Mayor and Members of City Council

From: Harry Black, City Manager **HB**

Subject: Update – Elmore to Central Parkway Connector

---

Over the past few years, the Department of Transportation and Engineering (DOTE) and the Ohio Department of Transportation (ODOT) have been studying alignments to connect Elmore Street in South Cumminsville to Central Parkway in Clifton. The preferred alternative, based on feasibility studies and refinements during preliminary engineering, was a new two-lane connector road that began at a new intersection on Elmore (west of Dirr Street) and extended east, on structure, across Dreman Avenue, the Mill Creek, Geringer Street, Spring Grove Avenue, CSX and Norfolk Southern rail lines, I-74, and I-75, and terminated at a new intersection on Central Parkway near Cincinnati State Technical and Community College. The new connector road and bridge would also include a shared bike/pedestrian path on the north side of the road/bridge and sidewalks on the south side of the road/bridge.

Review and observation of the current traffic patterns and roadway operations in this area have shown that the new Hopple Street interchange at I-75 and the newly reconfigured Beekman Street interchange at I-74 provide sufficient capacity and connectivity to safely move commuters in this area. The City's Northside Arterials project has supplemented the new interchanges by modifying several one-way streets to two-way, providing better connectivity and new routes for travelers. Therefore, the addition of a new connection between Elmore Street and Central Parkway does not appear to be needed to address traffic and connectivity concerns at this time.

Based upon these observations, feedback, and recent consultations between ODOT and DOTE, it has been concluded that the preferred alternative is recommended to be a "No-Build" alternative. No additional changes to the existing local street network are recommended as part of this Elmore to Central Parkway Connector Project.

All environmental studies will be summarized and the Categorical Exclusion document modified to reflect the No-Build as the preferred alternative and approved. Detailed design plans have been developed to a logical conclusion point and saved for future use, should the need for this connection arise in the future. DOTE will request that funds allocated to this project in the 2016 Capital Budget be re-allocated to the City Bridge Program to address needs in that program. A transfer ordinance will be forthcoming for your consideration.

No action is required at this time.

cc: Michael R. Moore, Director, Transportation and Engineering